

MEETING OF THE TRANSPORTATION AUTHORITY OF MARIN

THURSDAY, JULY 22ND, 2004

Commissioners Present: Cynthia Murray, Marin County Board of Supervisors
Steve Kinsey, Marin County Board of Supervisors
Annette Rose, Marin County Board of Supervisors
Susan Adams, Marin County Board of Supervisors
Lew Tremaine, Fairfax Town Council
Joan Lundstrom, Larkspur City Council
Al Boro, San Rafael City Council
Alice Fredericks, Tiburon Town Council
Dick Swanson, Mill Valley City Council
Pat Eklund, Novato City Council
Peter Breen, San Anselmo Town Council
Amy Belser, Sausalito City Council
Melissa Gill, Corte Madera Town Council

Commissioners absent: Jerry Butler, Belvedere City Council
Tom Byrnes, Ross Town Council
Hal Brown, Marin County Board of Supervisors

Staff Members Present: Craig Tackabery, TAM Executive Director
Dean Powell, Principal Transportation Planner, Marin County DPW
Jack Baker, Senior Transportation Engineer, Marin County DPW
Tho Do, Associate Civil Engineer, Marin County DPW
JeriLynne Stewart, Recording Secretary

Chair Steve Kinsey called the Transportation Authority of Marin Meeting to order at 7:45 p.m.

1) Commissioner Matters Not On The Agenda

Commissioner Peter Breen asked the TAM Board to consider reviewing the Sonoma County Transit Authority's activity in Sonoma County with the intention of understanding Sonoma's ballot measure. He said it ties in with TAM's Sonoma-Marin Narrows Project, and the Board could benefit from its content. Commissioner Breen suggested that at the next meeting staff provide an explanation of it, in that the regionalization of issues is important. Chair Steve Kinsey suggested this request be brought up as item #12 tonight.

Commissioner Rose suggested she provide the Board with a review of the Golden Gate Bridge, Highway & Transportation District's (GGBH&TD) negotiations with the Marin County Transit District (MCTD). Chair Kinsey said he was going to approach this subject first by requesting that the Board create an ad hoc committee.

Chair Kinsey said how pleased he was, at the Committee and Commission level, of the support for increasing the funding for the Richmond – San Rafael Bridge seismic (deck) retrofit and replacement project. By adding an additional \$4M and allowing the seismic contractor to get involved in the significant portion of the replacement of the deck even considering the significant extra cost, the result is that by the end of next year, the entire project is going to be finished. This will keep the project on schedule, as it was originally proposed in 1997. Chair Kinsey toured the bridge, saw the technical

problems involving the deck, and reviewed the program integrating the deck replacement with the seismic work.

Chair Kinsey said the MCTD, consisting of 5 members of the Marin County Board of Supervisors and 2 members of the cities/towns of Marin, which are Council member Heller and Swanson and alternate Sausalito Mayor Albritton, have been working to negotiate with the GGBH&TD for Marin's local bus service contract. At the last MCTD meeting, there was discussion of the problems the local transit district faces. The revenues are not enough to meet the costs of providing local service. The GGBH&TD is facing their own fiscal challenges. As a result of the MCTD's financial situation, the Marin County Board of Supervisors lent the MCTD \$600K to allow it to stay in operation until December 31, 2004. The Board agreed to fund a consultant that would allow for 2 scenarios to be created; 1) the appropriate improvements to the MCTD with the passage of the Sales Tax Expenditure Plan, and 2) what would bring the transit district back to a sustainable level if the Plan does not pass in November 2004.

Ultimately, the MCTD is going to rely upon the dollars gleaned from the Sales Tax if successful. Those dollars are fully under the control of TAM. Chair Kinsey said that at the last meeting, he talked about creating/appointing a committee of TAM Commissioners who could meet with MCTD representatives. Therefore, with the adoption of an Administrative Code, it provides the Chair of TAM with the opportunity to appoint a Committee that would include representation from TAM and the different geographic areas, to be confirmed by the Commission.

Commissioner Cynthia Murray moved to approve the urgency of discussing transit issues and the appointment of an ad hoc transit committee, due to the need for action arising after the posting of the agenda. Commissioner Amy Belser seconded the motion. Motion passed 13/0/3.

The issue discussed was the make-up of the ad hoc committee. Chair Kinsey suggested there be 4 members of TAM: from northern Marin, Commissioner Pat Eklund; from central Marin, Commissioner Al Boro; from Ross Valley area, Commissioner Lew Tremaine; and, from southern Marin, Commissioner Melissa Gill. It will require 2 meetings between now and the September 23, 2004 regularly scheduled TAM meeting. This committee will meet with the subcommittee members of the MCTD, which includes Directors Swanson, Rose, Kinsey, and alternate Director Albritton. Ideally, the committee would meet to discuss transit negotiations and bring the issues and solutions back to TAM with a recommendation for the TAM Board at the September meeting.

Commissioner Pat Eklund moved to accept the committee nominations. Commissioner Amy Belser seconded the motion. Motion passed 13/0/3.

Commissioner Cynthia Murray presented a brief listing of the organizations and stakeholders' groups endorsing the Sales Tax Expenditure Plan thus far: Sierra Club, Marin Conservation League, Marin Association of Realtors, Marin Builders Association, Marin Commission on Aging, Marin Center for Independent Living, San Rafael Chamber of Commerce, and Novato Fire Protection District. She said she hoped for a 'broad tent' of endorsements countywide, and will be presented to the Marin County Board of Supervisors as a Board meeting agenda item and the MCTD for its endorsements soon.

2) Approval of TAM Minutes of June 24th, 2004

Commissioner Eklund motioned to approve the minutes, with minor revisions suggested by Commissioner Swanson (page 2) and Commissioner Fredericks (pages 2, 5, and 7). Commissioner Fredericks seconded the motion. Commissioners Gill and Tremaine abstained. Motion passed 11/2/3.

- 3) Executive Director's Report
 - a. 2004 Regional Transportation Improvement Program (RTIP) Update

Executive Director Craig Tackabery explained that the RTIP Staff Report was released by CTC staff on Monday. It is scheduled to be adopted at the next Commission meeting August 4th & 5th. The next project that we had in the STIP was the last two phases of the Gap Closure, with the central San Rafael segment to be funded in 2005-06, and the Puerto Suello Hill segment in 2006-07. A CTC staff concern was that more money was being programming than was allowed by formula in individual years. TAM staff had borrowed from partner agencies. Yet, due to the CTC's lack of understanding of the complex nature of our project, they actually moved the 2006-07 monies back to 2005-06. Therefore, the CTC staff reports shows all of the money in 2005-06; Mr. Tackabery said he wasn't certain the money would actually stay in 2005-06, yet he and staff would work to keep it there.

- b. Caltrans 2003 Annual HOV Lane Report

Dean Powell summarized the report by explaining that HOV lanes have to meet certain threshold standards in order to operate. Caltrans monitors the HOV system throughout the Bay Area every year. Marin has one of the most successful HOV lanes in the system. Although Marin's HOV lane carries approximately 14% of the total vehicles during the commute period, it moves 30% of the people.

Commissioner Boro detailed his own commute experience: 1 hour and 35 minutes to drive from 3rd and Market in San Francisco to downtown San Rafael. The congestion problem clears up immediately passed Larkspur. The EB traffic appears to be the significant problem. He asked that staff provide a report on the number of cars traveling EB across the (Richmond-San Rafael) bridge at night, versus cars traveling to Marin in the morning.

Commissioner Lundstrom said the HOV Lane Report statistics were impressive and urges TAM to use them when presenting the ballot measure's 'pros' to voters. Executive Director Tackabery said that since staff does not have urgent items to present to TAM, he recommends the August 2004 meeting be canceled.

- 4) Commissioner Reports
 - a. SMART –

Commissioner Lundstrom explained she had read in the newspaper that the SMART EIR will not study San Quentin. Larkspur Town Council is not pleased about this since Phase II of the rail plans show terminal alternatives including Larkspur or San Quentin. A terminal in Larkspur would mean certain buildings would be torn down and replaced by a high-rise rail ending. The Council is hopeful SMART will reconsider this alternative in its long range planning.

Commissioner Rose said Commissioner Brown joined the SMART Board after his appointment Tuesday. On the agenda at yesterday's meeting were alternatives to be studied during the EIR/EIS process. SMART will take its sales tax measure to the ballot in November 2006, which was officially approved. Overall, the decision to wait until 2006 to put the measure on the ballot will save SMART approximately \$250K due to not rushing the EIR/EIS process.

Phase II of the rail terminal alternatives was also discussed at last night's meeting. Commissioner Rose supports both the San Quentin and Port Sonoma alternatives be studied.

Commissioner Boro raised two issues of concern: 1) Port Sonoma, on which a study will begin at the request of the WTA, and 2) San Quentin, on which he said some confusion existed as to the County's position regarding the General Plan. He said a study should be conducted to gain clarification of the benefits of a terminal built at San Quentin.

It is the intention of the Community Development Agency, according to Director Alex Hinds, to include some discussion of future opportunities for a multi-modal transit hub at San Quentin.

b. Marin-Sonoma Narrows Policy Advisory Group (PAG) – Commissioner Murray

Commissioner Murray said the next meeting of PAG, although tentative as Caltrans has not indicated their attendance, will be August 19th at 1:30pm in Novato at the Novato City Council Chambers.

5) Transportation Sales Tax Ballot Measure Status Report

A resolution was presented to the Marin County Board of Supervisors to place the Sales Tax Measure on the November 2004 ballot, which both the Board and the County Elections office accepted unanimously. The Sales Tax Expenditure Plan will be Measure "A" on the ballot. One of the final items being discussed by staff and Commissioner Murray, according to Executive Director Tackabery, is the measure's title on the ballot. Thus far, the title is "Marin Traffic Relief and Better Transportation Act of 2004".

TRANSDEF's David Schonbrunn said that in reality, there would be no relief in traffic (with the Sales Tax Expenditure Plan).

6) Public Hearing and Adoption of the Final Administrative Code Ordinance

Chair Kinsey opened and closed the public hearing pertaining to the Final Administrative Code Ordinance language, as there was no public comment. **Commissioner Adams moved to adopt the Final Administrative Code Ordinance. Commissioner Boro seconded the motion. Motion passed 13/0/3.**

7) Appoint Executive Committee Members

Chair Kinsey explained that since the Chair and the Vice Chair have been defined by the Commission, this indicates that from a geographic perspective, west and central Marin have been provided for.

Nominations opened for representation of southern Marin. **Commissioner Belser motioned to nominate Alice Fredericks of Tiburon; motion seconded by Commissioner Breen. Motion passed 13/0/3.**

Nominations opened for representation of the Ross Valley area. **Commissioner Eklund motioned to nominate Lew Tremaine of Fairfax; motion seconded by Commissioner Adams. Commissioner Lundstrom motioned to nominate Peter Breen of San Anselmo; motioned seconded by Commissioner Fredericks. A majority of the Board voted to seat Peter Breen on the Executive Committee. Motion passed 9/4/3.**

Nominations opened for representation of north Marin. **Commissioner Rose motioned to nominate Commissioner Murray; motioned seconded by Commissioner Adams. Motion passed 13/0/3.**

Nominations opened for representation of central Marin and the two remaining seats. As Vice Chair of TAM, Commissioner Boro is automatically an Executive Committee representative. Chair Kinsey said two additional council members were needed to complete the formation of the Executive Committee.

Commissioner Boro motioned to nominate Joan Lundstrom of Larkspur; motioned seconded by Commissioner Belser. Commissioner Adams motioned to nominate Lew Tremaine of Fairfax; motioned seconded by Commissioner Eklund. Commissioner Lundstrom motioned to nominate Pat Eklund of Novato; Commissioner Murray seconded the motion; Commissioner Eklund respectfully declined the nomination. Motion passed 13/0/3 to seat Commissioners Lundstrom and Tremaine on the TAM Executive Committee.

Karen Nygren questioned when the Executive Committee will meet and how frequently. Chair Kinsey said the Administrative Code does not define meeting frequency, therefore he asked Executive Director Tackabery to assist with determining a regular monthly date and time, effective September, 2004, and then TAM will announce these dates and times to the public.

- 8) Authorize Executive Director to Execute Greenbrae Interchange Project Charter with Caltrans

Executive Director Tackabery presented an addendum packet to the TAM Board. Caltrans has requested to enter into a project charter with TAM, to guide preparation of a Project Study Report. Referring to a letter from GGBH&TD, he said staff recommends GGBH&TD be added to the key team member sheet (see page 4 of addendum). In addition, a Marin County Bicycle Coalition (MCBC) comment letter suggested text changes to the Charter.

Commissioner Lundstrom was concerned with the specificity in the MCBC suggestions. She said there might be other considerations needed as part of the scope. Commissioner Lundstrom explained it was difficult for the County, Corte Madera, and Larkspur to understand and come to agreement on Caltrans' broad picture of the project. Both she and Commissioner Gill agreed that Corte Madera and Larkspur are not fully versed in nor informed about all the details of the project. Commissioner Gill did not support the project description adding details so specific as the suggested amendments by MCBC.

Commissioner Gill referred to the Joint Resolution of the City Council of the City of Larkspur & Town of Corte Madera adopted in March 2003, suggesting that Caltrans' intent to "...replace the current entry/exit ramps in the segment..." be augmented by "... provided that the proposed closure of the Madera offramp shall be subject to further study as specified in the Resolution." She continued by suggesting that in the Scope section, the sentence read: "...together with closure of *certain* intermediate ramps ..."

For clarification, Commissioner Adams said with regard to MCBC's suggestions, the intent is to study and create the alternatives that would include safe bike and pedestrian access ways along the area, and that, right now, the specifics are not warranted. MCBC's clarification is to warrant a commitment to look at the entire area, in terms of all-access: bikes, pedestrians, ADA, etc.

Chair Kinsey commented that the issue brought forth by the MCBC, such as incorporating the specificity provided in their letter, is not warranted at this time. The alternatives include recognition of pedestrian, bicycle and transit needs. He clarified that the work the City of Larkspur did, related to the central Marin Ferry Connector project, occurred exactly within this area. There is a natural reason why they would talk about the central Marin Ferry Connector project be designed to accommodate it. Chair Kinsey stressed that we will make certain that the language in the charter is the recognition of bicycle, pedestrian, and transit needs in that area. It is important to understand that these important

projects are not only in the same vicinity, but are also included within the most significant funding source available to help us implement the multi-modal project of highway/bus/bicycle/pedestrian access.

Karen Nygren said this interchange area affects the entire County and needs improvement. The charter's Project Description/Scope language presented takes a 'leap' beyond the general project itself, in that it excludes the public process of getting from 'general' to 'specific.' She spoke about the "US 101 Interchange With Sir Francis Drake Interim Planning" study from 2002, referring to seven alternatives, not just one. The property owners and residents in the area should be involved in the decisions as to how we are all going to work together. She urged TAM to make this an open, public process.

Mr. Schonbrunn said this has become the top project of Marin County, with exception of the Gap Closure, yet has done so without discussion amongst the TAM body. There has been a design put forward by both the Town of Corte Madera and the City of Larkspur without public process. There is over \$40M allocated; that is \$40M that could potentially go to other projects TAM has. He requested TAM ensure there is a good process is to question the assumption that fixing the problem requires a major capital project. There is an entirely separate alternative; to solve the problem at the NB onramp from Lucky Drive which brings traffic to a light on Sir Francis Drake, and then brings traffic back onto NB 101. If that access were to simply be closed at a cost of \$100K, TAM would have over \$40M to work with to put into other projects. He urged TAM to open up the process on how the money will be spent.

Don Myrtle said congestion in Marin is reaching geometric rates of change. There is an elephant in the middle of the room, and no one is talking about it! He referred to rail, and getting it all the way across the Golden Gate Bridge. He said it sounds like we are shutting the door on that. He said the public is aware that trains can go all the way to the City. There is no technical problem anywhere. Why isn't this being discussed?

Martha Olsen-Gerocky, Greenbrae Boardwalk, said the residents there have tried on several occasions to learn about and be notified about the Project. They have often felt shut out of this project, even as Larkspur and Corte Madera were choosing alternatives. We would like to be involved; we would like to see a Citizens Advisory Committee formed. We urge TAM to take the people in the neighborhood into account. She pointed out the Greenbrae Boardwalk is in County jurisdiction, so that when Corte Madera and/or Larkspur makes a decision, they are not represented.

Deb Hubsmith, MCBC, said including the needs of bicycle/pedestrian/transit does include the north/south Greenway and central Marin Ferry Connector project and that will come up at later phases. With that in mind, she requested to withdraw MCBC's first suggestion as it now seems too specific to say, "... especially at freeway onramps and off ramps..." because we would then have to say "... and also the north/south Greenway and central Marin Ferry Connector project..." Leaving the language as-is is sufficient for now. We recommend there be a Citizens Advisory Committee for this project due to its size and its community impact.

The key team members of the charter are agency staff; we generally meet monthly at Caltrans' Headquarters, explained Executive Director Tackabery. He met previously with Deb Hubsmith to discuss a Citizens' Committee, which is what Ms. Hubsmith referred to in her letter. Mr. Tackabery recommended the key team members be limited to agency staff.

At this conceptual stage of the Project, Mr. Tackabery explained it does not preclude any form of mobility through the tunnel or elsewhere. Commissioner Boro stated the tunnel will accommodate both uses, rail and bicycle. It has never been the thought of the project to exclude rail or be exclusive

to bicycles. Commissioner Rose explained that part of the railroad R/W is on the other side of the water, to the south. SMART is preserving that. At some point, there may be rail at that location. The SMART Board is holding all groups/agencies/authorities to the same standards, including south of the tunnel; south of Larkspur. This must be taken into consideration as part of the GIP design.

Providing a history of the Interchange Project would be beneficial to everyone, as suggested by Commissioner Lundstrom. As many never considered that this project would ever be funded, understanding its inception and progression is key. With regard to the 2002 study, Larkspur narrowed the choices for alternatives to the alternative which closes Lucky Drive and Fifer. They are going to discuss closing Madera. To accommodate these possible closures, we would construct a Wornum Drive interchange, according to engineers. She said Larkspur had to narrow the possibilities for alternatives to get to the point we've arrived at today. On the Resolution and on the record, Larkspur and Corte Madera specifically requested that bicycle and walkway interconnections must be part of the Project.

Historically, Commissioner Gill said that Corte Madera and Larkspur favored alternative 4 from the 2002 study yet their main concern in drafting their Resolution was the coverage of study; what areas were going to be studied. The best part now about the GIP is that the study goes past Tamalpais Drive. We are not ready to design the Project. It is not a 'done deal' at this point.

Chair Kinsey summarized the discussion by saying that the Project, or any other transportation project for that matter, needs public input. The suggestion made to create a Citizens' Advisory Committee is an appropriate and a supported one; in much the same vein as a Committee was formed to track and guide the progress of the Marin-Sonoma Narrows project. The PSR needs to move forward. This sets the stage for more specific designs. Membership of an Advisory Committee will be the topic for discussion and recommendation in the months ahead.

With amendments suggested above by Commissioner Gill, and the inclusion of GGBH&TD staff as key team members, Commissioner Gill motioned to authorize the Executive Director to approve the Capital Project charter and take any necessary actions to complete the Project Study Report. Commissioner Breen seconded the motion. Motion passed 13/0/3.

9) Approval of Regional Measure 2 Greenbrae Interchange Project Allocation for FY 2004-05

Executive Director Tackabery said Caltrans is funding the Project Study Report (PSR) with their existing resources. They will come to a point where they are going to stop unless we start to receive money to go into preliminary engineering and environmental studies. MTC has identified that this could be considered at their September Commission meeting if we act tonight. In the hand-outs (addendum material) this evening, there are a couple of note-worthy changes. MTC is still reviewing the process. They have asked us to delete a couple of the "where as's" on their Standard Form Resolution regarding Certification of Assurances. MTC requested we add a resolve so as to identify the TAM body. The measure approved by the voters granted this money to the Marin County CMA and asked that TAM clarify that it now serves as the Congestion Management Agency. Finally, we were asking for the funds to be programmed for 2004-05 and 2005-06; MTC recommended we ask for all of the money at one time. Therefore, we have increased the amount to \$3,533,000.

In the initial Project Report, there are a couple of minor mathematical changes. On page 9 of the addendum material regarding the Cal Park Tunnel construction, the County was able to receive a TLC grant of \$1.5M, which reduced the RM2 funds needed for the Cal Park Tunnel. As we are still at the preliminary stage in cost estimating, we placed that extra money into the Greenbrae Interchange construction. We will continue to adjust the numbers as they become refined, over time.

The purpose of this report is to allow us to go forward to receive funding to bring on a Project Manager to coordinate this, and participate in the Citizens Advisory Committee, and to coordinate all four of the projects.

Commissioner Murray motioned to 1) adopt the attached resolution affirming the Updated Initial Project Report (IPR) and authorize the Executive Director to request a FY 2004-05 allocation; and 2) After the allocation is received, direct staff to amend the FY 2004-05 budget to reflect anticipated revenues and expenditures, and the addition of an additional staff member at the Associate/Senior Civil Engineer level in Public Works staff to manage all RM2 efforts on behalf of TAM. Commissioner Boro seconded the motion. Motion passed 13/0/0.

David Schonbrunn pointed out that the TAM body is living during the birth of a major project in Marin. The last time this happened was in the 80's, long before this body ever thought about serving in public office. This is how a project comes alive; a rather helter-skelter process.

10) Approval of Local Streets and Roads, Surface Transportation Program, (STP) Projects

Executive Director Tackabery explained that this is similar to what the TAM body reviewed at last month's meeting. We have handed-out a revised "Exhibit A" since the Town of Fairfax asked us to move their project to 2006-07; in an effort to make everything balance, we had to move some of the County money back to 2005-06.

Commissioner Eklund requested that staff highlight/shadow changes in the future so that the TAM body can compare former facts with revised facts.

Commissioner Eklund motioned to approve the project list in the revised Exhibit A and direct staff to submit to MTC. Commissioner Belser seconded the motion. Motion passed 13/0/3.

Deb Hubsmith of MCBC requested clarification on a previous action by the Commission that said that 5% of all STIP money was going to bicycle and pedestrian projects. In 2001, there was \$300K allocated for the 2003-04 STIP, with \$150K going to the signage and striping program; \$150K going to the resurfacing of the Mill Valley bicycle path. This was all postponed to the 2005-06 STIP. Now, the bicycle striping and signage program is recommended for deletion from the STIP. There is no mention of the resurfacing of the Mill Valley bicycle path. She said there was never a motion to withdraw the Commission's action to put 5% of the STIP money specifically toward bicycle and pedestrian projects. Can this now be reconsidered?

There is a STIP, explained Mr. Tackabery, and a STP. The STIP – the State Transportation Improvement Program – is what we program every two years; a year ago, we deleted most local projects because we had to make room for the Gap Closure Project cost increases. The STP is federal money, given to us by MTC, for resurfacing of major roadways on the MTS system.

We used the formula to allocate the STP funds based on the percentages deleted from the STIP per agency. In our Exhibit "B", we listed other projects that were deleted from the STIP. As none were comparable to allow expenditures of STP funds, they were not part of the formula.

Chair Kinsey said we were given a "0" STIP allocation for the current FY. Yet, prior to this, Mr. Tackabery said we were at a point where the Caltrans project was going to come to a complete halt. We needed \$17M in funds for right-of-way. We took some federal money from Gap Closure future construction; we took all of the local projects out of the STIP and we got Caltrans to hold off with approximately \$6M. We were able to get \$11M. That is when we deleted all of the money; as part of the right-of-way shortfall.

There is a countywide bicycle guide-signs project, similar to this, which has been funded through the BTA; the County is working on it now. It has design issues which need to be resolved, yet it is still funded.

Mr. Tackabery explained that the CMA adopted a STIP policy, which states when you look at future STIPs, you will use a formula from the Congestion Management Plan, which indicates how the money will be allocated. This was the formula used in the 2002 STIP. The decision was made to finish the Gap Closure in the 2004 STIP. Once the Sales Tax Expenditure Plan is adopted, we will revisit the formula, because we are not doing any new STIP programming.

- 11) Authorize Chair to Execute an Addendum to Professional Services Agreement with Nelson/Nygaard Consulting Associates to Extend Public Outreach and Education Services Related to the Transportation Sales Tax Expenditure Plan and Ballot

The Nelson/ Nygaard contract expires at the end of this month. Yet, they haven't used all of the funds allocated for this type of work. Staff recommends Nelson/Nygaard stay on board through November.

Commissioner Eklund requested clarity regarding the limitations of the TAM Board's role now that the measure has been approved for placement on the November 2004 ballot. Do the limitations apply to contractors? Chair Kinsey explained that any activity sponsored by TAM needs to fall into the education and outreach category, and not the advocacy category. Commissioner Eklund requested clarity of the education role pertaining to contractors/consultants. Chair Kinsey applauded the discernment and expertise of Bonnie Nelson for her firm's clarity of role while involved with several key Bay Area sales tax campaigns. Staff shall monitor contractors' performance.

TAM shall require the assistance of consultants for projects post-election. Staff is extremely limited and will therefore give thoughtful consideration to the hiring and role(s) of consultants during future RFQ and RFP processes. Commissioner Swanson questioned whether the extension is to simply use unutilized funds. Dean Powell confirmed the contract extension is to utilize funds that have thus far not been expended.

Commissioner Tremaine motioned for TAM to authorize the Chair to execute the Addendum to the Professional Services Agreement with Nelson/Nygaard Consulting Associates to extend public outreach and education services related to the Transportation Sales Tax Expenditure and ballot measure. Commissioner Boro seconded the motion. Motion passed 13/0/3.

- 12) Suggestions for Future Agenda Items

1. Maintaining funding levels of local transit – Committee (appointed at beginning of tonight's meeting) report and recommendation
2. Discussion of SCTA's Sales Tax Measure with possible action (Commissioner Breen)
3. Highway 101 NB traffic count/report (Commissioner Boro)

- 13) Open Time for Items Not on The Agenda

Ron Myrtle spoke about the new technology of railroad and standard gauge cars, which are much narrower than older models. There can now be two lanes of rail and two cars side by side in what would have been a single lane of traffic. Mr. Myrtle said it is a common technique used in Europe. It would be an excellent way to extend rail beyond the basic tracks already laid, without impacting current roadways as much. It is not a narrow-gauge system, it is completely on the same gauge of track. This however, is conspicuously absent from the current planning, and yet is widely utilized in other parts of the world. It is a mistake to not consider this now. Chair Kinsey recommended

attending the regularly scheduled meetings of SMART. Mr. Myrtle said SMART explained this particular future focus was outside of their scope.

Chair Kinsey adjourned the TAM meeting at 9:30 p.m.